GEOGRAPHIC NEWS BULLETINS

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THE NATIONAL GEOGRAPHIC SOCIETY

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General Headquarters, Washington, D. C.

Contents for Week of March 5, 1934. Vol. XIII. No. 3.

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Photograph from Wide World

MR. PU YI, NOW EMPEROR OF MANCHUKUO

The former "Boy Emperor of China" (center, with spectacles) receives a League of Nations commission during his term as President of Asia's newest State. He speaks fluent English, having had an American tutor for several years (See Bulletin No. 5).

HOW TEACHERS MAY OBTAIN THE BULLETINS

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Styria, Austrian Province of Iron Ore and Chamois

WHILE machine guns, hand grenades, and other ultra-modern devices of warfare were used in clashes between government and non-government forces in Styria, province of Austria, one of its towns, Graz, harbors in a museum probably the greatest store of medieval armor in Europe.

Enough of the old equipment—in perfect condition—is preserved in the town to outfit an army of 14,000 men. Spears, swords, helmets, chain mail, battle-axes—in fact, all that the well-dressed knight should wear—are kept ready at hand. Austrian mercenaries wore some of this armor, and much of it saw service against the Turk when Graz was one of Europe's bulwarks against the oncoming horde of Moslem invaders.

Water Power Instead of Coal

This little province astride an eastern outpost of the Alps is called Steiermark by the Austrians. It plays an important rôle in the Republic's industrial life. Styria supplies 99 per cent of Austria's iron needs, and, in harnessed water power, it has a substitute for the missing link in Austria's chain of raw materials—coal deposits which she lost after the disruption of the old Austro-Hungarian Empire.

From the mountain ranges of northern Styria comes most of the raw material used in the furnaces of Graz, Leoben, and Donawitz. Since the outcropping ore is of such high iron content, it is mined from the surface, not through deep shafts and chambers. These mines have been worked for twelve centuries and were once considered the world's largest deposits.

To most Austrians outside of the province, however, Styria is known as a vacation land. During the summer months its pleasant valleys, rugged mountain slopes and picturesque villages attract vacationists from every part of the Republic. Hikers don deerskin or chamois shorts, hob-nailed boots, green-trimmed jackets, and hats plumed with a trophy of some other year's outing. Other visitors take part in village festivals, where young and old in costume join the folk songs and dances.

Chamois Hard To Catch

Hunting the chamois is the favorite sport of city-dwelling Austrian and German holiday seekers. Living in mountain fastnesses difficult of approach, the chamois is perhaps the most agile of all Europe's Alpine animals. Their pliant skin furnished the original leather of that name, and the stiff black hairs tipped with creamy yellow, which grow on the back of the animal's neck, are worn in the hat as a badge of hunting prowess.

While dairying has been the chief industry of rural Styria for many generations, farming is being encouraged, because Austria to-day must import large quantities of food. Agricultural schools are scattered throughout the province. Timber covers about half Styria's area and gives work to many lumbermen, who make telegraph poles and railroad ties for export.

Across the rich bottom lands stretch rows of strange haystacks with cross-arms which resemble grotesque scarecrows. As soon as the snow leaves, in early spring, the dairy herds are turned into these fields. Then, as the weather becomes warmer and the snow recedes, the cattle are driven to higher pastures. The meadows are then used to grow hay and farm crops.

Graz, the capital of the province, and scene of street fighting, is Austria's

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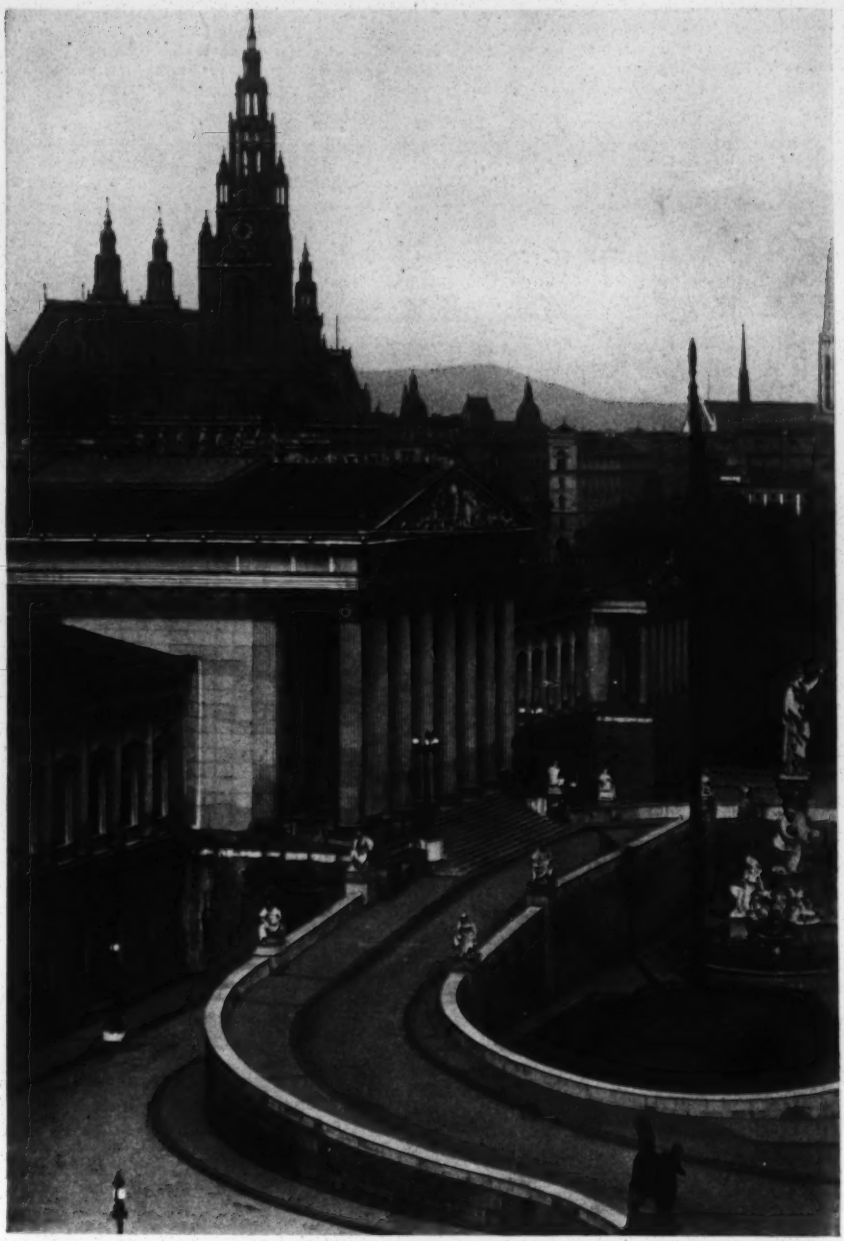

Photograph by Khilophot

THE HEART OF STRIFE-TORN VIENNA

Both the House of Parliament (foreground) and the Town Hall (the towering building in the background) were in the thick of the recent street fighting in the Austrian capital. The disturbances spread to Vienna from the provinces (See Bulletin No. 1).

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America's Airways Reach Every Section of Nation

CANCELLATION of air mail contracts to private airline companies has focused the attention of the nation on the network of airways that reaches every section of the United States and links every important city (see illustration, next page). Most of these lines are equipped to carry passengers, freight and express as well as air mail.

Army Air Corps pilots have been assigned the job of seeing that "the mail goes through" on the principal air lanes until Congress decides whether air mail will be returned to private carriers or be flown by government planes.

Man first sought to send mail by air in 1870, when beleaguered Paris cast balloons adrift in the wind carrying letters to the outside world. One balloon carried 500 pounds of letters. This service, of course, depended much on chance. Mail was just as likely to land in enemy territory as among neutrals. Some of these balloons were never heard of again.

First Service on Long Island

In 1911 experiments with mail-carrying planes were made in India and England. In September of that year, on Long Island, New York, America's first official trials were also made. Earle L. Ovington, with his *Queen* monoplane, was named air-mail carrier and covered a regular route between Mineola and the flying field, only ten miles away. He carried many thousands of letters and post cards during this week's experiment.

It was not until 1918, however, that money granted by Congress was actually used to set up an experimental air-mail route between New York and Washington. Since 1926, when the service really got its bearings, air mail has increased by more than 1,500 per cent.

Air-mail service to Latin America is a good example of what planes now achieve. To-day a letter by air can go from New York to Buenos Aires, be answered, and that answer reach New York in about the time boat mail takes merely to sail from New York to Argentina.

Puerto Rico Only 24 Hours Away!

New York mail to Puerto Rico, in the West Indies, flies there in 24 hours and less. That is 2,650 air-line miles, or 50 miles farther than from New York to Los Angeles. Seas are wide, jungles are thick, and mountains are high along the far-flung routes of Latin America. For years travel between the Americas and around South America was costly and tedious.

Even when the first little 110-mile air line from Key West to Havana was opened, making the trip in one hour instead of six by boat, passengers were few and far between. That was only six years ago. Since then, in our air traffic with Latin America, planes have flown more than 51,000,000 miles and thousands of passengers have patronized the air lines that now link us with practically all the countries in the Western Hemisphere.

Note: Students preparing projects or units about aviation and the air mail will find many illustrations and other helpful information in the following: "Flying," "New Jersey Now!" and "How the United States Grew," *National Geographic Magazine*, May, 1933; "Skypaths through Latin America," January, 1931; "Flying the World's Longest Air-Mail Route," March, 1930; "To Bogotá and Back by Air," May, 1928; "Seeing America with Lindbergh," January, 1928; "How Latin America Looks from the Air," October, 1927; "On the Trail of the Air-Mail," January, 1926; and "Man's Amazing Progress in Conquering the Air," July, 1924.

Bulletin No. 2, March 5, 1934.

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second largest city, a metropolis of 152,000 persons. Straddling the River Mur, Graz seems a veritable combination of Venice and Athens in miniature. Its ancient houses rise abruptly from the river's edge, suggesting the Grand Canal, while its Schlossberg and square clock tower, perched high over the city's head, dominate the skyline as does the acropolis at Athens.

Yet Graz is primarily a manufacturing city. Here are made bicycles, wagons, machinery, beer, linen, leather goods, and iron and steel products.

Note: For natural color photographs of picturesque Austrian costumes and additional data about the life and resources of this troubled nation see: "Styria, a Favored Vacation Land of Central Europe," *National Geographic Magazine*, October, 1932; "Entering the Front Doors of Medieval Towns," March, 1932; "Round about Liechtenstein," November, 1927; "Looking Down on Europe," March, 1925; "The Battle-Line of Languages in Western Europe," February, 1923; "Vienna—A Capital without a Nation," January, 1923; "Cathedrals of the Old and New World," July, 1922; "The New Map of Europe," February, 1921; and "Hungary, a Land of Shepherd Kings," October, 1914.

Bulletin No. 1, March 5, 1934.

Photograph from Solita Solano

A CHEERFUL SMILE LIGHTENS THE BURDEN

Youthful firewood venders bringing in fuel from the forests near Vienna. Since the World War Austria has had many such ragged urchins, the result of several depressions and periods of economic strife.

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Wool, Sheep's Gift to Man's Comfort (Part II)

EDITOR'S NOTE.—So many requests have been received from teachers and students in every part of the country for photographs and data about wool that the School Service of the National Geographic Society has prepared a story about the sources, growth, and uses of wool, which will be published in two parts. This is Part II.

IN 1810, only two centuries after the first sheep arrived in the American colonies from England, there were 7,000,000 sheep grazing over the settled area of eastern United States. Four years later there were 10,000,000. About this time foreign wool flooded the United States markets and the wool industry was as hard hit as other industries in the panic of 1819.

As large American cities and towns took form, demand for homespuns waned and factory-made woolens took their place. Prices paid for wool encouraged sheep raising so that by 1840 the range of the animals had spread from the Atlantic to every State east of the Mississippi, as well as to Missouri and Louisiana.

With the Western migration in the middle of the last century went sheep. By 1860, Iowa, Wisconsin, Minnesota, Arkansas, Texas, California and the areas that now are Oregon and Arizona, joined the wool-growing regions. Two decades later, there was not a State in the Union that did not have a sheep population of at least 50,000. By 1933 the "national flock" had grown to more than fifty million.

Often Companions of Explorers

To sheep, many regions of the world owe at least partially their discovery and growth, for these animals often have been the companions of pioneers. Magellanes, Chile, the southernmost city of South America, was saved by the fleecy animals. The city was an important coaling and ship supply station for craft doubling Cape Horn before the completion of the Panama Canal. The Canal stripped it of its former prestige, and many of its staunchest citizens prophesied its doom.

Smart business men, however, saw the possibilities of the sheep industry on the surrounding mainland and near-by islands, and turned their faces from the sea to the land for their livelihood. Thanks to sheep, Magellanes still is a thriving port.

While, in a few remote regions of the United States, homespun is worn, factories have almost entirely erased the home industry from this country. One of several hundred modern American manufacturing companies normally operates 60 wool mills that employ 40,000 workers. A display of one company recently included 3,500 different styles of wool fabrics.

Best Wool on Sheep's Shoulders and Sides

Wool greatly differs in quality. The same breed of sheep in the same country may produce different qualities of wool. The best wool grows on a sheep's shoulders and sides. When a sheep is sheared the fleece holds together. The whole fleece then is tied and with other complete fleeces is placed for shipment in bags containing from one hundred to five hundred pounds each.

At the factory expert workmen sort the wool. Some sorting tables are covered with wire netting through which dust and other loose foreign matter falls while the sorters tear the fleeces apart. In some wool-growing countries wool is washed before it is sheared from the sheep. Unwashed fleeces contain grease from the skins of the animals.

After sorting, the wool is scoured by passing it through a series of vats of warm, soapy water. From the washers it is conveyed to drying rooms and thence

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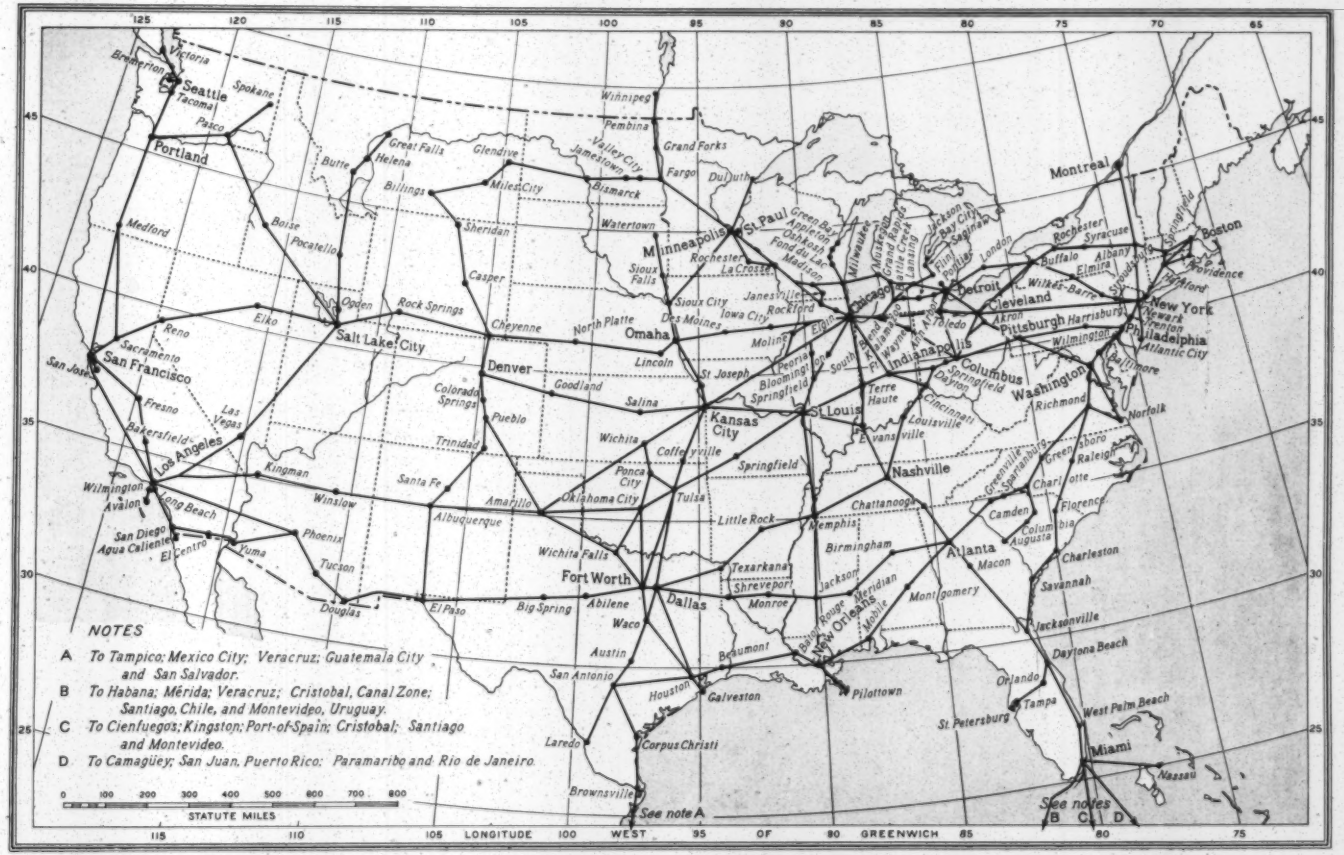
NOTES
A To Tampico; Mexico City; Veracruz; Guatemala City and San Salvador.
B To Habana; Mérida; Veracruz; Cristobal, Canal Zone; Santiago, Chile, and Montevideo, Uruguay.
C To Cienfuegos; Kingston; Port-of-Spain; Cristobal; Santiago and Montevideo.
D To Camagüey; San Juan, Puerto Rico; Paramaribo and Rio de Janeiro.
STATUTE MILES
See note A
See notes B C D
LONGITUDE WEST OF GREENWICH
Seattle
Portland
San Francisco
Los Angeles
Salt Lake City
Denver
Omaha
Minneapolis
St. Paul
Chicago
Detroit
Cleveland
Pittsburgh
Montreal
Boston
New York
Philadelphia
Baltimore
Washington
Norfolk
Indianapolis
Columbus
St. Louis
Kansas City
Nashville
Atlanta
Jacksonville
Miami
Fort Worth
Dallas
Houston
New Orleans
Memphis
Birmingham
Tampa
Orlando
Daytona Beach
Pilottown
Galveston
Corpus Christi
Brownsville
Laredo
El Paso
Phoenix
Albuquerque
Oklahoma City
Tulsa
Wichita
Omaha
Cheyenne
Rock Springs
Ogden
Reno
Sacramento
Fresno
Bakersfield
Las Vegas
Yuma
Tucson
Douglas
Amarillo
Santa Fe
Winslow
Kingman
Trinidad
Pueblo
Colorado Springs
Goodland
Salina
Lincoln
North Platte
Des Moines
Sioux City
Rockford
Milwaukee
Green Bay
Appleton
Oshkosh
Fond du Lac
Madison
La Crosse
Rochester
Sioux Falls
Watertown
Bismarck
Fargo
Grand Forks
Pembina
Winnipeg
Billings
Miles City
Glendive
Great Falls
Helena
Butte
Boise
Pocatello
Medford
Spokane
Pasco
Tacoma
Victoria
Bremerton
Sheridan
Casper
Elko
Ogden
Toledo
Akron
Harrisburg
Wilmington
Atlantic City
Richmond
Norfolk
Cincinnati
Louisville
Evansville
Terre Haute
Springfield
Peoria
Bloomington
Joliet
Elgin
Gary
Fort Wayne
Kalamazoo
South Bend
Flint
Saginaw
Bay City
Jackson
Grand Rapids
Battle Creek
Lansing
Kenosha
Racine
Milwaukee
Rochester
Syracuse
Albany
Buffalo
Elmira
Wilkes-Barre
Providence
Hartford
Springfield
Worcester
Lincoln
Portland
Augusta
Greensboro
Raleigh
Charlotte
Greenville
Spartanburg
Columbia
Charleston
Savannah
Macon
Camden
Florence
Chattanooga
Little Rock
Texarkana
Shreveport
Monroe
Jackson
Meridian
Mobile
Montgomery
Baton Rouge
Beaumont
Waco
Abilene
Big Spring
Wichita Falls
Ponca City
Coffeyville
Springfield
Evansville
Louisville
Cincinnati
Dayton
Springfield
Columbus
Zanesville
Wheeling
Parkersburg
Huntington
Ashland
Lexington
Frankfort

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Losap Islands See "Eclipse That Ended Day before It Began!"

A TOTAL eclipse of the sun that ended a day before it began, was observed by a party of American and Japanese scientists from the Losap Islands, far out in the Pacific Ocean, last month. Because the path of the eclipse crossed the International Date Line it was dubbed the "Timeless" or "Paradox" Eclipse by the newspapers.

The eclipse began at sunrise near the Malay peninsula on Wednesday, February 14, and then swung northeastward around the Pacific, hopped over the International Date Line at the 180th meridian of longitude, and reached the part of the world "where-it-was-still-Tuesday" just as the sun was setting on February 13th. The path of the total eclipse ended near the southern panhandle of Alaska. Many other regions, including Japan, saw the sun partly eclipsed.

In another respect this February eclipse was unique. Almost all of its course was over water. The largest land area along its path, Borneo, is not suitable for scientific observations, due to the heavy clouds and fog that obscure the sun during certain hours in the day. Practically the only other choice was Losap.

Not Shown on Most Maps

Where are the Losap Islands?

Unless students of current events and newspaper readers had access to a large scale map or atlas they must have looked in vain for this remote island group which served as a grandstand for Old Sol's latest fadeout.

To locate the Losaps draw a line due northward from a point a few miles inland from Brisbane, Australia. At approximately seven degrees north of the Equator, the line will nearly bisect the group.

The Losaps consist of six fragments of dry land on the rim of a coral atoll which is about five miles in length from north to south, and two to four miles in width. They are Laol, the largest of the group, Losap, Lapur, Pis, Alananubu, and Alanmwassel.

They have a population of about 200 and are within the Japanese Pacific Island Mandate.

The palm-fringed lagoon of the atoll is a quiet, protected sheet of water. It is clear of navigation dangers for light draft vessels and affords good anchorage. There is a trading station on Losap Island.

Nearest Neighbors Truk Islands

Among the nearest neighbors of the Losaps which are sufficiently important to warrant the use of map-makers' ink, are the Truk (Hogulu) Islands, the largest group in the Carolines. They are situated 50 miles northwest of the Losaps.

The Carolines originally were known as the "new Philippines." The present name is in honor of Charles II of Spain. The archipelago was discovered in 1527 by Diego da Rocha, a Portuguese mariner who was followed 15 years later by Saavedra and Villalobos, who were also natives of Portugal.

Most of the islands of the Carolines are of coral formation, rising but a few yards above sea level. Many are treeless but some are covered with dense tropical vegetation, including coconut palms, the source of copra, and breadfruit trees which furnish an important item of food.

The natives of the Carolines are a peaceful, honest and industrious race.

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to carding rooms where it begins the journey that ends in woolen cloth and other wool products. Worsted fabrics are made of yarns in which fibers all lie parallel, while woolens are made of yarns in which the fibers are crossed and mixed. Foreign matter that cannot be washed from the fleece is destroyed by chemicals. Burrs are removed by machinery.

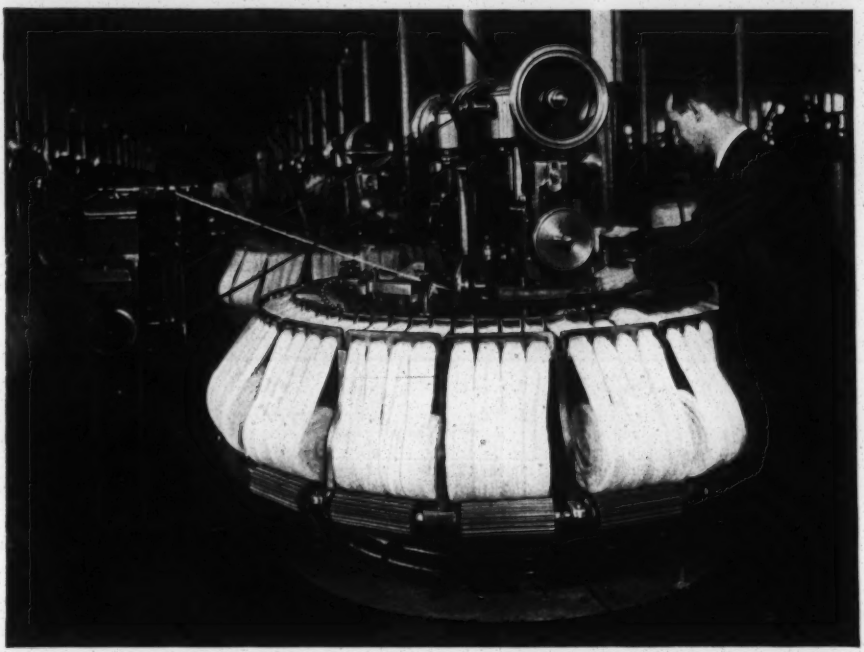
Wool is constantly moving in commerce. Although the United States normally produces about one-tenth of the world's annual wool clip, it is only a little more than half of the wool required by American cloth and carpet manufacturers. American manufacturers call upon the wool-growers of Australia, Argentina, Uruguay, South Africa, China, England, and many other countries for raw material.

England is the leading importer of wool, for most of the export wool from all the leading wool-producing regions of the globe is shipped to British markets. Much of it is reshipped to other countries. London is the largest wool market.

In addition to its use in suits, overcoats, knit goods, blankets, and carpets, wool also finds its way into scores of other things. Some of the unusual products made from wool are: spats, heating pads, berets, tapestries, pennants, wooly-toys, wristlets, and school bags.

Note: Wool growing regions, wool processes, and uses of wool, are described and illustrated in the following: "Bulgaria, Farm Land without a Farmhouse," *National Geographic Magazine*, August, 1932; "Raft Life on the Hwang Ho," June, 1932; "New Light on Ancient Ur," January, 1930; "Life among the Lamas of Choni," November, 1928; "The Indispensable Sheep," April, 1928; "Bo Coolie and Caravan across Central Asia," October, 1927; "Ireland: The Rock Whence I Was Hewn," March, 1927; "The Heart of Aymara Land," February, 1927; "Guatemala: Land of Volcanoes and Progress," November, 1926; "Struggling Poland," August, 1926; "From England to India by Automobile," August, 1925; "The Scenery of North America," April, 1922; "Massachusetts—Beehive of Business," March, 1920; and "Lonely Australia: The Unique Continent," December, 1916.

Bulletin No. 3, March 5, 1934.



Photograph from American Woolen Company

WOOL ON ITS WAY TO YOUR STOCKINGS OR SWEATER

A wool-combing machine in a Massachusetts factory combs the fibers and places them parallel. They are then ready for twisting that converts them into yarn. Wool must go through many different processes before it emerges as the cloth of commerce.

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Hsinking, "Boom Town" Capital of Manchukuo

ON A throne of carved ebony in Hsinking (Changchun) Henry Pu Yi has been made Emperor of the two-year-old state of Manchukuo (Manchuria). Oriental monarchs are enthroned rather than crowned; consequently the former "Boy Emperor" of China wore a Napoleonic black helmet with a huge yellow plume at the ceremonies.

Almost as significant as the crowning of the Emperor are the amazing changes that have come over Hsinking, the new Manchukuoan capital, in the past two years. The dingy, dusty railroad junction once known as Changchun has been transformed into a bustling city of wide streets, modern government buildings, parks, handsome residences, and brick offices and stores.

The feverish activity of a gold boom town pervades Hsinking to-day. Not all of the far-reaching plans of the Japanese advisors to the new State have been completed. As a result prices are high, hotel and housing accommodations at a premium, and means of transportation inadequate.

Buildings Rise from Farmland

Modernistic stone government offices rise here and there from fields of kaoliang and road machinery is busily cutting new boulevards across soy bean farms and patches of woodland that surround the new seat of government. Changes are taking place so rapidly that a traveller who visited Hsinking twice within a period of a month found a three-story apartment house on his second visit where an open lot had stood.

Like many other cities of Manchuria and China, Hsinking has an Old Town and a New Town. The New Town has sprung up since 1905, and centers around the big station of the South Manchurian railroad. With its paved streets, plazas and office structures, it has long offered a contrast to the Old Town, inclosed by a wall, a mile and a third away. Together, with the extensive new areas added since Hsinking became the capital of Manchukuo, the city has a population of about 150,000, and now ranks fourth in size in the country, being exceeded only by Mukden, Harbin, and Dairen.

Hsinking was selected as the seat of the Manchukuo government for several reasons. Mukden, the old capital, was also a provincial capital, which aroused the jealousy of the other provincial capitals, Kirin and Tsitsihar. Hsinking lies in nearly the exact geographical center of Manchukuo, and it has been comparatively free from the political influence of former Chinese overlords, such as those of Mukden, and of racial groups, such as the Russians of Harbin.

Junction of Rail Lines

Also Hsinking is an important railroad junction point. Here all passengers and freight must change cars. The Japanese-owned South Manchurian Railway, of standard gauge (4 feet, 8½ inches), ends at the southern terminus of the Chinese Eastern Railway (5-foot gauge), which connects with the Soviet's Trans-Siberian. Hsinking is also the starting point of an important branch line to Kirin, which will soon be extended to the Sea of Japan in Chosen (Korea). The city is probably the greatest concentration point for soy beans in Manchukuo.

Another factor in Hsinking's favor as a future capital is the wide belt of well-drained and forested land in the immediate vicinity. This is suitable to both landscaping and the erection of large modern government buildings. As in the cases of Washington, Canberra, New Delhi, and Ankara a definite city plan is being followed, with government, residential, commercial, industrial and recreational areas zoned. Diagonal boulevards converge on traffic circles, each parked.

A special road is planned for slow-moving carts and pony trains of farmers en route from the outskirts to livestock and retail markets. Seven trunk highways will connect the capital with important cities of Manchukuo.

Buildings of Substantial Type

Already completed or in the final stages of construction are an imperial palace, an Assembly building or capitol, a modernistic Educational Department and City Planning building, a Judiciary and National Highway building decorated in Japanese style, several streets of large homes and bungalows, and a number of offices, schools, and apartments. The substantial nature of these improvements indicates that the city is intended to be a permanent, rather than temporary, capital.

As Changchun the city was known as "the melting pot of Manchuria," where one was likely

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Women have much freedom and children are treated with tenderness. Tatooing is still fashionable on some of the islands and now and then a traveler comes upon a group that still uses shells as currency.

Not far to the north is the American possession, Guam, which we acquired from Spain after the Spanish-American War.

Note: For helpful supplementary reading and photographs of an eclipse, and the methods used by scientists in studying such events, see: "Photographing the Eclipse of 1932 from the Air" and "Observing a Total Eclipse of the Sun," *National Geographic Magazine*, November, 1932.

For additional references to South Seas Islands in the neighborhood of the Losap group see: "The Greatest Voyage in the Annals of the Sea," *National Geographic Magazine*, December, 1932; "A Modern Saga of the Seas," December, 1931; "The Geography of Money," December, 1927; "The Columbus of the Pacific—Captain James Cook," January, 1927; "Sailing the Seven Seas in the Interest of Science," December, 1922; and "Yap and Other Pacific Islands under Japanese Mandate," December, 1921.

Bulletin No. 4, March 5, 1934.

Photograph from Hugh M. Smith

SUCH NATIVE CRAFT ARE QUITE SEAWORTHY

A typical outrigger sailing canoe of the South Pacific. The piece of wood sharpened at both ends and fixed parallel to the length of the boat stabilizes it and even permits open-sea sailing without checking speed. Such boats are ordinarily the only means of getting from island to island in the lonely region near Losap, where scientists observed the recent eclipse of the sun.

to rub shoulders with Manchus, Mongols, Chinese, Japanese, Russians, Europeans, and Americans. The city has few industries other than a match works and flour mills. Its Russian residents operate small stores and restaurants, but most of the population is employed by the railroads or in the transportation of soy beans to warehouses and railroad sidings. In the older parts of the city the streets team with traffic—primitive carts loaded high with sacked soy beans, Russian droskies, jinrikishas and American motor cars and trucks.

Note: For supplementary reading and data about Manchuria and the former capital of the Manchus (Peiping) see: "The Glory That Was Imperial Peking," *National Geographic Magazine*, June, 1933; "Here in Manchuria," February, 1933; "Byroads and Backwoods of Manchuria," January, 1932; and "Manchuria, Promised Land of Asia," October, 1929.

See also: "The New Map of Asia" published as a supplement to the December, 1933, issue of the *National Geographic Magazine*. This map may be purchased separately from The Society for 50 cents, paper edition, and 75 cents, linen edition, postpaid.

Bulletin No. 5, March 5, 1934.

NOTE TO TEACHERS

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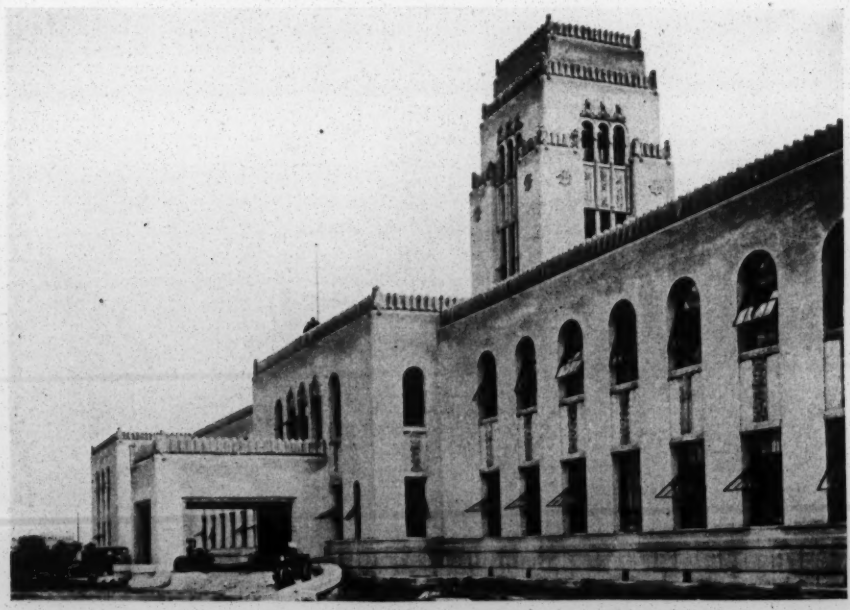

A NEW CAPITAL IN THE MAKING AT HSINKING

The building shown above, housing the Educational Department and the Capital City Planning Bureau, is typical of several modern structures being erected in the seat of government of Manchukuo (Manchuria). Some of the new offices are still surrounded by fields of waving grain because Hsinking, once known as Changchun, is being built according to a definite plan, as was Washington, Canberra, New Delhi and Ankara.